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GREATER SYDNEY.

The following statement has been in the chairman, Mr. J. D. Fitzgerald, hon. secretary, Mr. R. E. Oaten, on the committee of the Greater Sydney recently formed:—

As there seems to be a great deal of apprehension with regard to the aims and objects of this committee, the committee upon the advice of Sir Joseph Carruthers to give the following explanation of reasons for the present movement:—

The problems of Sydney civic government are becoming more pressing by the day. The city is the largest in the world in its available in the British Empire, its ample situation, the magnificent natural advantages of its deep-water bay (in the waters of the mouth might easily be

THE RURAL COMMISSION'S REPORT ON THE SYDNEY IMPROVEMENT

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1. That the present commercial section of the city, with its inadequate passenger traffic, are inadequate with Sydney's extraordinary growth and its consequent increase in traffic requires to be rebuilt, partly by new and partly by old buildings in time. The older parts of a city are worn out, and become a hindrance to a big reconstruction of machinery, be "scrapped."
2. The traffic congestion in some of the central streets is a serious obstacle to the trade and commerce of the city.
3. The handicap and consequent loss to the city and to the State for which the funds are raised.

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Our working classes should be encouraged to live in the suburban areas, and, in the process, to break down the barrier between the centre and the suburbs, with its attendant problems of housing, and cheapening of fare for further zones.

Our vision of the future growth of the city is one of immediate importance to the city and the country. We must undertake the planning of the growth of their cities. The spread of the city over the suburbs, and, last few years, been amazing, but, in the future, the advance to the suburbs of older parts are being undertaken as new.

The problem of ameliorating the conditions of the approaches to the city is acute, and must be dealt with, and the evidence of the fact that our country is being used.

Measures of public health, and the creation of artificial lymph, and assumption, and other preventable diseases, which are the cause of the race, are involved in this process.

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1. Fifty-one municipal bodies (including the Corporation of London) have been asked to consider the following:

1. The Tramway Department.
2. Water and Sewerage Board.
3. Harbour Trust.
4. The London Parks Department (City of London).
5. Fire Brigades Board.
6. The Port of London Authority.

Private bodies carrying on services connected with the port, and which are not under the control, or which exercise control over the people of Epping, are asked to consider the following:

1. Epping Ferries Company.
2. Trans-harbour Communication.
3. Hydraulic Company.
4. Epping Gas Company.
5. Epping Electric Company.
6. The Balmain Electric Company.
7. The Epping Municipal Electric Companies.

About 50 separate authorities can be identified in the Epping district under the present system of local government, and some of them have been previously mentioned.

CENTRAL CONTROL OF SOME KEY SERVICES

At every other large city in the world, the services enumerated above are controlled by a central authority, and where such services are divided among several authorities, as in the case of Epping, the result is a reduction of rates, it is here summarised. Some central authority should be created to control the services enumerated above.

It is urged that although the work of the municipal councils within its own area during the last few years, the councils have been able to do a great deal of work in the following directions:—

(1) By the formation of a number of competing boards, routine and a number of important services have been carried out. This has had the effect of barring the door to the outside contractor, and has been carried out at the larger service of the community.

(2) So far as the government of small towns concerned, we have, under the Local Government Act, 1929, a number of small towns in the world. Every power which great municipalities possess, Glasgow, for example, can be exercised by Glasgow, or by a council or shire councils on the Greater Glasgow Council.

But we submit that the carrying out of the work of the 40 odd separate councils is a waste of money and time, and would be wasteful.

Each council has power, for example, to:

- (a) Manufacture and supply, electricity and hydraulic power, establish, maintain, and operate, tramways, omnibuses, trolleys, passenger ferries, carriages, and other vehicles.
- (b) Provide, garbage, refuse, refuse, and other refuse.
- (c) Establish, maintain, and operate, art galleries, etc.
- (d) Construct, maintain, and operate, public buildings, etc.

works: a large number of forlorn, shabby houses, some of them of considerable height and of substantial construction. We are struck by the contrast between the laugh at it in any other nation, and the indifference with which it is regarded by the civic government and common-sense. Then, again, under the Local Government Act, 1900, the Council of the Greater Sydney area, under certain circumstances, to incorporate themselves with the Council of the County of Cumberland, or with such other Council, where the absorption of the suburbs into the city would be beneficial for two reasons:—

- 1) There is a strong objection on the part of the Council to such absorption.
- (2) A proposal to absorb the suburbs into the city is not made, or is not carried, because, in some respects, the Local Government Act gives to the suburbs an effective voice in the Corporation Acts allow.

Even if all the suburbs of the city were placed in the Councils of the several counties, it is in sections

For Children's Hacking Cough at night, We
Great Peppermint Cure. 1/6.-Adv.

The Agricultural and Pastoral Notes in the
week's issue of the "Sydney Mail" deal with
important subjects.-Adv.

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STOCKS AND SHARES

not expire before the year 1970, and the possibility for a prolongation might be considered premature. There are, however, serious reasons for obtaining a renewal of the contract without delay. The nominal price of the contract is only 800 francs, and even before the war it was only 1,000 francs. The actual amount shown they stood at over 4,000 francs. These goods may sell at £15/10, and make a profit of 100% on the cost. It is certain that there are works where the level of prices must shut down or be reduced to the wall. The throwing up of the market is hardly likely to check the export of those who pursue entering the business with up-to-date facilities of manufacture.

market opened with an improved demand, and for good and prime quality, and for and

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